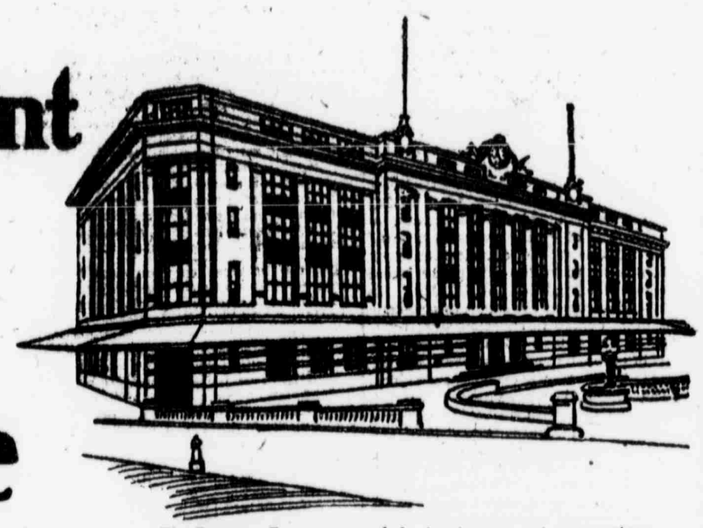
Hoboken Station—The world's greatest water front terminal.

A Decade of Development of the Road of Anthracite



The Scranton Station—one of the handsomest and most striking illustrations of Renaissance architecture in this country. The display of French and Italian marble in the waiting room is magnificent.

Fifty-three New Passenger Stations—If grouped together would make a very imposing little city.

Starting ten years ago this month, with a road already noted for the punctuality and general excellence of its service—with a route not only the shortest by many miles but the most attractive between New York and Buffalo—the Management of the Lackawanna Railroad inaugurated and has since carried out a system of

Permanent Improvements

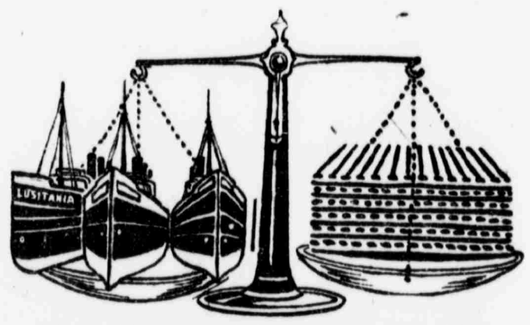
which has excited the wonder and admiration of the railroad world and of the traveling and shipping public.

A Few Illustrations

of these improvements are given herein, and will serve to show in brief outline what has been done to earn for the road the generally conceded tribute:—

"Mile for Mile, the Most Highly Developed Railroad in the Country."

The stupendous coal and freight terminals at Hoboken—enlarged and rebuilt.



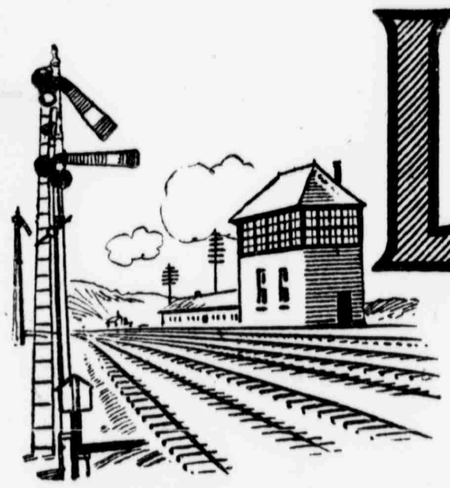
157,564.11 Tons of Steel Rails—Equal to the weight of three "Lusitanias."

The building of seven new Ferry Boats and the remodeling of ten others, all of which are equipped with the elegance of ocean liners, indicates the Company's increasing passenger traffic.

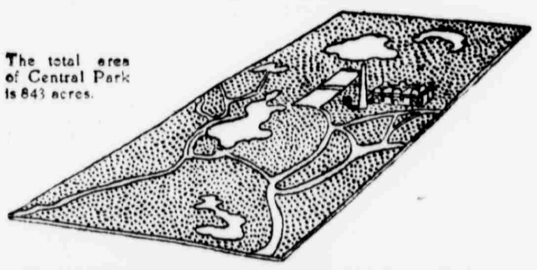
The steel work construction for new bridges and buildings would build a steel girder bridge 27 miles long.

LACKAWANNA

Ten Year Record of Achievement



2,193 Automatic Block Signals and 68 Signal Towers—The signals are placed at average distances of half a mile all along the line, protecting passengers day and night.



The total area of Central Park is 843 acres.

The 736,288 cubic yards of stone ballast used for roadbed and other construction work would cover the whole of Central Park a uniform depth of six inches.

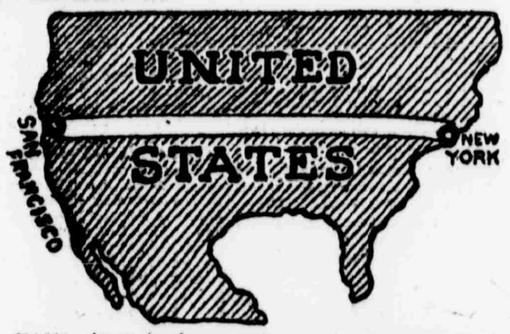
462 new Locomotives were required to keep pace with the development of the Lackawanna system—exerting an aggregate power equal to that of 400,000 horses.

In addition to the features illustrated on this page mention should be made of the facilities provided by the company for keeping its equipment at the highest standard, by the erection of mammoth car shops at Scranton; new locomotive repair shops at Kingsland; machine shops at East Buffalo, etc. Fifteen new engine houses have been built; new office buildings at Scranton and Hoboken; four freight and three coal docks at Hoboken; seventeen coal trestles; thirty-three water tanks and two water filtering plants as well as twenty-nine car floats for use in New York Harbor.

It should be borne in mind that these improvements are not spread out over the extended mileage of one of the longer "Systems" of the country, but are applied to a road having a total mileage of less than 1,000 miles.

In this article no account is taken of a number of enterprises recently begun but not yet completed, such as the Hopatcong Cut-off (one of the greatest engineering works ever undertaken, and which will reduce the distance between New York and Buffalo 11¼ miles), or of other improvements planned, but covers only work actually completed within the last ten years, and only the most striking features of that.

The 7,502,488 new cross ties used in constructing railroad tracks would, if placed end on end, be long enough to form an axis extending through the earth from pole to pole and project 1,500 miles at either end.



904,534 cubic yards of concrete masonry have been used in the construction of bridges, culverts and foundations. The total amount of concrete used would build a concrete sidewalk of the usual thickness, six feet wide, extending from New York to San Francisco.

The erection of 45 new Freight Stations is indicative of the steady growth of freight traffic.

19,656 new Passenger and Freight Cars were required to provide for the improved service and growing traffic. These cars would entirely fill a railroad yard of 150 tracks each a mile long, if there were any "Yard" in the world that big.

The proximity of the piers of Ocean Liners to the Hoboken Terminal of the Lackawanna is partly responsible for the great increase in water traffic—31 new Barges, 15 Tugs and 21 Steam Lighters.